

WHAT IS CLAIMED IS:

1. A pneumatic tire in which at least a pair of circumferential main grooves extending along a tire circumferential direction is formed on a tread, the tread is defined into at least a plurality of land portion rows comprising at least a central land portion row at the tire equatorial plane side and bilateral land portion rows disposed at tire axial direction outer sides of the central land portion row, and a plurality of lateral grooves extending along the tire axial direction is formed in the central land portion row and the bilateral land portion rows, in the tire circumferential direction, wherein

the lateral grooves which are formed on at least the central land portion row are extended from land portion both edges to land portion inner sides by at least 15% or more of the central land portion row tire axial direction width, and the central land portion row is defined into blocks or false blocks, and

the blocks or the false blocks form chamfer portions, each having a depth gradually increasing toward the circumferential main groove and each facing the circumferential main groove, in the vicinities of the tire circumferential direction one side corner portions of the central land portion row, whereby the vicinities of both sides in a tire width direction of the central land portion row are made uneven in the tire circumferential direction.

2. The pneumatic tire according to claim 1, wherein the central land portion row chamfer portion is formed in the vicinity of an obtuse angled corner portion of the block or the false block as seen from a tread plan view of the block or the false block, is formed into a substantially trapezoid shaped tread plan view configuration whose upside faces the circumferential main groove side and whose base is substantially parallel to the tire circumferential direction, and has a planar shape which is inclined at a constant angle with respect to a tread surface.

3. The pneumatic tire of claim 1 or 2, wherein the tire axial direction one side lateral

groove of the central land portion row and the tire axial direction other side lateral groove thereof are connected to each other by the first narrow groove whose width is smaller than those of the lateral grooves.

4. The pneumatic tire according to any one of claims 1 to 3, wherein a tire axial direction width of the central land portion row chamfer portion is set within a range of from 5 to 30% of that of the central land portion row, and a depth of the tire circumferential main groove side lower edge of the central land portion row chamfer portion is set within a range of from 5 to 50% of that of the tire circumferential main groove adjacent to the central land portion row chamfer portion.

5. The pneumatic tire according to any one of claims 1 to 4, wherein a sidewall surface of the central land portion row non-chamfer portion at the central land portion row chamfer portion side is formed at the angle of substantially 90° with respect to the tread surface at a boundary portion between the central land portion row chamfer portion and the central land portion row non-chamfer portion not including the central land portion row chamfer portion.

6. The pneumatic tire according to any one of claims 1 to 5, wherein at least a portion of the tire axial direction one side central land portion row chamfer portion and at least a portion of the tire axial direction other side central land portion row chamfer portion are disposed so as to face each other.

7. The pneumatic tire according to any one of claims 1 to 6, wherein the central land portion row chamfer portion is protruded closer to the circumferential main groove side adjacent to the central land portion row chamfer portion than the central land portion row non-chamfer portion not including the central land portion row chamfer portion adjacent to the central land portion row chamfer portion in the tire circumferential direction, and a tire axial direction protruding amount of the central land portion row chamfer portion in reference

to the circumferential main groove side edge of the central land portion row non-chamfer portion is set within a range of from 2.5 to 40% of a width of the circumferential main groove adjacent to the central land portion row chamfer portion.

8. The pneumatic tire according to claim 7, wherein the central land portion row chamfer portion is formed only at a portion protruding closer to the circumferential main groove side than the central land portion row non-chamfer portion adjacent to the central land portion row chamfer portion in the tire circumferential direction.

9. The pneumatic tire according to claim 7 or 8, wherein a tire axial direction groove wall of a portion of the central land portion row protruding to the circumferential main groove side and a tire axial direction groove wall of the central land portion row non-chamfer portion are connected to a groove bottom portion of the circumferential main groove substantially at the same position in the tire axial direction.

10. The pneumatic tire according to any one of claims 1 to 9, wherein the bilateral land portion row lateral groove comprises a narrow-width portion in which a portion of the tire equatorial plane side lateral groove is formed narrower and a large-width portion in which a remaining portion of the tread edge side lateral groove is formed wider, and a planar chamfer portion, whose tread plane view is formed into a substantially rectangular shaped configuration which is longer along the bilateral land portion row lateral groove, is formed in a region where the narrow-width portion is formed, and inclined at a constant angle, starting from an imaginary extension line of a tread surface side edge of the large-width portion toward the circumferential main groove side adjacent to the bilateral land portion row chamfer portion.

11. The pneumatic tire according to claim 10, wherein the central land portion row is disposed on the tire equatorial plane, the second land portion row, which is defined by each

of the circumferential main grooves, is disposed between the central land portion row and each of the bilateral land portion rows, the second land portion row lateral groove comprises a narrow-width portion in which a portion of the tire equatorial plane side lateral groove is formed narrower and a large-width portion in which a remaining portion of the tread edge side lateral groove is formed wider, a planar chamfer portion, whose tread plane view is formed into a substantially rectangular shaped configuration which is longer along the second land portion row lateral groove, is formed in a region where the narrow-width portion is formed, and inclined at a constant angle, starting from an imaginary extension line of a tread surface side edge of the large-width portion toward the circumferential main groove side adjacent to the second land portion row chamfer portion, and the direction of the second land portion row chamfer portions and that of the bilateral land portion row chamfer portions are opposed to each other with respect to the tire circumferential direction.

12. The pneumatic tire according to claim 10 or 11, wherein a lower edge position of the bilateral land portion row chamfer portion is set within a range of from 5 to 30% of a depth of the circumferential main groove adjacent to the bilateral land portion row chamfer portion, and a tire axial direction width of the bilateral land portion row chamfer portion is set within a range of from 15 to 60% of that of the bilateral land portion row width.

13. The pneumatic tire according to any one of claims 1 to 12, wherein the block or the false block of the bilateral land portion row is defined into a plurality of sub-blocks by a second narrow groove whose width is smaller than the lateral groove.

14. The pneumatic tire according to claim 13, wherein the second narrow groove has at least two bent portions at the depth direction intermediate portions.

15. The pneumatic tire according to claim 14, wherein the lengthwise direction of the second narrow groove does not change due to a depth size.